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No. 125 of 1870.

To The CHIEF SECRETARY to GOVERNMENT,
Bombay.

Bombay, 22nd *August* 1870.

Sir,—I have now the honor to submit my Report upon our Frontier arrangements and establishments.

2. There are in this Presidency four distinct Preventive Frontier Lines:—

I.—That which divides Northern Guzerat from Kattiawar and Rajpootana.

II.—That which isolates the Portuguese territory of Damaun.

III.—That which isolates the Hubshee's country.

IV.—That which isolates the Portuguese territory of Goa.

3. The chief object of all these lines is to keep out of the territories subject to the Salt Tax untaxed salt, but they are also intended to prevent the import of other contrab d goods, and in particular the northern line is meant to prevent the untax um of Malwa and Foreign Guzerat from being brought into Kattiav ll the lines are numerous stations for the levy of import duties, but, he Goa Frontier, little revenue is collected, and the lines must be hiefly preventive.

I.—*Northern Frontier.*

Its History.

4. The Northern Frontier being the most important, I will commence with it. The correspondence regarding it is exceedingly voluminous and confused, but I will endeavour to make my account as short and as clear as I can.

Runn works purchased by Government.

5. On the introduction of British rule in the Ahmedabad Collectorate, there existed five large salt works along the eastern shore of the Lesser Runn of Kutch, viz. (beginning from the south), Patree, in the estate of the Dessai of Patree; Ooroo, Jinjoowara, and Futtehpoor, in the territory of the Thakoor of Jinjoowara; and Anwarpoor, in that of the Nawab of Radhunpoor.* A half share in the Patree and Anwarpoor works belonged to Government.

6. It was thought desirable to acquire the exclusive control over works, and the rights in them of the Dessai of Patree and Thakore of Jin were purchased in 1822; those of the Nawab of Radhunpoor in 1840 received Rs. 11,300 per annum and 358 Indian maunds of salt free; Rs. 9,200 and 340 maunds; and Radhunpoor Rs. 11,048 and 340 m

* The Dessai of Patree holds an [illegible] tenure within the Ahmed the other two Chiefs are under the [illegible] Political Superintendent of Pa

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in consideration of these payments the Chiefs ceded all their rights to the salt works, and agreed to open no new works; to prevent the collection of natural salt, to impose no transit dues upon British taxed salt; and to prevent the import into, or passage through, their territories of foreign untaxed salt.

Markets supplied by the Runn works.

7. The works thus acquired upon the Runn supplied the Ahmedabad and part of the Kaira Collectorates, and the Gaikwar's territories north of the Myhee, almost exclusively; and the Native States under the Pahlanpoor and Myhee Kanta Agencies, Malwa or Central India, and the northern States of the Rewa Kanta, to a great extent. I have not been able to procure figures showing the quantities supplied to each of these markets when the salt excise was first imposed in 1837, but the following statement gives, according to the permits, the average sales from the Runn works for the five years ending 1868-69:—

AVERAGE SALES FROM RUNN WORKS FOR FIVE YEARS ENDING 1868-69.

Name of Works.	For British territory, *i.e.*, Ahmedabad and Kaira.	For the Gaikwar's territories.	For Malwa or Central India.	For other foreign territories.	Total.	REMARKS.
	I. M.	I. M.	I. M.	I. M.	I. M.	
Patree and Ooroo	1,07,119	34,445	1,25,672	3,753	2,70,[illegible]	
Jinjoowara and Futteh-poor	9,759	24,314	37,127	2,928	7[illegible]	
Anwarpoor..............	894	13,835	14,698	37,297	[illegible]	[illegible]alt.
Total......	1,17,772	72,594	1,77,497	43,978		

Different kinds of salt in Northern Guzerat.

8. I must explain that there are in the markets of Kattiawar and Northern Guzerat five different kinds of salt.

I.—"Darya Noo Mith," manufactured on the coast by the evaporation of sea-water. The process is explained in paragraphs 34—38 of my Report No. 103, of 30th July 1870.

II—"Wuragura," or the manufactured salt of the Runn, the preparation of which is described in paragraphs 39—41 of my Report above quoted.

III.—"Gassya," or the natural salt deposited on parts of the Runn, or in the beds of streams which fall into it, by the drying up of the water in the hot weather. It is very abundant in some places and of fair quality, but it has a bitter taste and will not travel without great waste, and hence it is chiefly used by the poorer classes in the neighbourhood of the places where it is found.

Rock salt, found in a few places on the southern frontier of Marwar, but little used on account of the labour and cost of digging it.

V.—"Kansia," the salt of Punch Buddra, 36 miles S.S.W of Jodhpoor, which is fully described at pages 48 to 51 of the Annual Report for 1867-68 of Mr. Hume, Inland Customs Commissioner. This salt is exceedingly good and pure, and travels as well as "Wuragura."

Imposition of Salt Excise caused smuggling.

9. About 1845 it was found that the Government works on the Runn, which, previous to the imposition of the excise, had, for three reasons—their convenient situation, the excellence, and the cheapness of their produce—possessed a practical monopoly of the supply, were exposed to a very dangerous competition of untaxed salt. The sales from Anwarpoor in particular fell off from one lac of Indian maunds to about 16,000.

Places in which untaxed Salt is made.

10. The salt the competition of which affects the Runn works is produced in the following localities:—

I.—Kattiawar. From information obtained by the Political Agent in 1863, it appears that salt of one kind or another is produced in almost every division of Kattiawar, but that which is most dangerous to the revenue of British works is made in the State of Dhrangudra, in Jhalawar, where at two villages, Koora and Seetapoor, but a few miles from the western frontier of the Ahmedabad Collectorate, are extensive works manufacturing excellent "Wuragura." Mr. Major, Assistant Commissioner, visited them in 1867, and found that the annual produce was about one and a-half lacs of Indian maunds, two-thirds of which were consumed in Kattiawar, and one-third was said to be smuggled across our frontier, chiefly into the Gaikwar's district of Pattan. "Gassya" is also largely formed upon the Runn within the Dhrangudra limits, and salt made in Bhownuggur also enters the Ahmedabad districts of Gogo and Dhandooka.

II.—The Runn itself, Kutch, and Nuggur Parkar. The arrangements made with the Chiefs of Jinjoowara and Radhunpoor prevented the illicit manufacture or collection of salt on the east shore of the Lesser Runn. But in Kutch, nearly opposite Anwarpoor, are salt works; on the east shore of the Greater Runn, north of Radhunpoor, within the territories of certain Chiefs under the Pahlanpoor Agency, are tracts in which natural salt exists in immense quantities; and just across the northern extremity of the Runn, near Nuggur Parkar, is an extensive salt marsh called the "Mokhye lake," yielding an unlimited supply of natural salt of fair quality.

III.—Marwar, or the States feudally subject to the sovereign of Jodhpoor, is full of salt-producing tracts, but the places which, from their comparative proximity to the frontier of this Presidency, are most dangerous to our salt revenue are Punch Buddra (*vide* paragraph 8 above) and the small States of Bakesir and Boyatra, near the northern extremity of the Runn. Here several streams, especially the Loonee (or Salt River) and Sookree, fall into the Runn, and in their beds immense quantities of natural salt of fair quality are produced. Rock salt also exists in these States.

Proposal to lay a Preventive line from Dhundooka to Mowsaree.

11. To return. The sale of untaxed salt in Guzerat having attracted attention, inquiry showed that the "Gassya" salt was collected on the Greater Runn, and entered Guzerat by a route passing north and east of the territory of the Radhunpoor Nawab, who could, consequently, do nothing to prevent the smuggling, and also that Dhrangudra salt was crossing the frontier south of Patree into the Ahmedabad Collectorate. After a long correspondence, the Revenue Commissioner wrote to Government that the danger to which the salt revenue was exposed—a danger increased by the recent enhancement of excise to twelve annas—called for immediate measures, and that one of two alternatives must be adopted—to buy up the right to manufacture or collect salt of the Chiefs of North Kattiawar and the east shore of the Runn, or to oppose preventive measures to the entrance of untaxed salt into Guzerat. The first would be an endless and unprofitable attempt, since—the area of foreign territory in which salt may be produced being practically unlimited—no sooner would one Chief receive compensation than his next neighbour would commence the manufacture. The scheme proposed by the Political Agent at Pahlanpoor and the Collector, Continental Customs, should therefore be adopted. This scheme was, first, to compensate the petty Pahlanpoor Chiefs along the eastern shore of the Greater Runn for the loss of their transit dues on untaxed salt, by annual payments aggregating Rs. 1,018 (which sum was afterwards slightly increased), on condition of their preventing the transit of untaxed salt through, or production of it in, their districts. The inhabitants of these districts were to be (as they still are), permitted to remove sufficient "Gassya" for their own consumption. Secondly, to establish frontier lines, consisting of two Karkoons and two Naiks throughout the year, and fourteen Peons for nine months, at five posts along the east shore of the Greater Runn, from Anwarpoor to Mowsaree, where the Marwar frontier touches the Runn; and four Naiks throughout the year, and eight Peons for nine months for the Kattiawar frontier between Patree and Dhundooka. The space intermediate between these two lines was to be guarded by the establishments at the salt works which are situated in it. The scheme approved by the Government of Bombay,* and the necessary expenditure† sanctioned by the Government of India.‡

Sanctioned 1846.

These arrangements seem totally inadequate to protect a frontier over

* Resolution No. 312 of 1846.

† Compensation............... Rs. 1,018
Establishment .... „ 2,259
Total per annum... Rs. 3,277

‡ Letter No. 116, of February 14th, 1846.

300 miles in length passing through a perfectly plain and open country densely peopled in parts, and threatened by numerous salt works, distant only a few miles from it; but the preventive force was to be aided in British territory by the village police and revenue officers and by patrols of the Guzerat Horse, in foreign territory by the Chiefs and by patrols of Pahlanpoor Horse; and in fact I believe that the system worked tolerably well as long as the excise was at 12 annas.

Smuggled Salt then turned the northern extremity of the line.

13. This preventive line stopped, more or less effectually, the entrance into Guzerat of the Kattiawar and Runn salt (I. and II. in paragraph 10 above). But it was soon found that the salt from the Loonee river entered in rear of the line, through the territories of the Chiefs of Pahlanpoor, Tharrad, and Danta, which march with the southern frontier of Marwar. In 1850 negotiations were set on foot to induce these Chiefs to enter into agreements similar to those made with the Chiefs on the Runn, but they refused to make any arrangement which should raise the price of salt to their subjects.

Proposal to extend the line eastward to Danta.

14. In 1856 the Deputy Commissioner, Mr. Stewart, again called attention to the import of foreign salt across the Marwar frontier, which he estimated to amount to a lac of maunds annually, and proposed that a preventive line should be laid from the northern post of the existing line along the Marwar frontier eastward to Danta, thirty miles N.N.W. of Eedur; that the Chiefs of Pahlanpoor, Tharrad, and Danta, through whose territories the line would pass, should be allowed compensation for loss of their transit dues on Marwar salt; that the import of "Gassya" into their districts should be entirely stopped, and in lieu of it they should be allowed salt from Anwarpoor at $2\frac{1}{2}$ annas per maund to the maximum quantity of 51,489 Indian maunds, *i.e.*, at the annual rate of 18 lbs. per head of the population of their territories, with certain precautions (*vide* paragraph 38 below) to ensure that this salt should be consumed in the frontier districts only. The annual cost of the preventive line would be Rs. 3,558, that of compensation for transit dues Rs. 675, total Rs. 4,233, from which the profit on the salt sold at $2\frac{1}{2}$ annas, about Rs. 2,500, should be deducted. Th[illegible] scheme was sanctioned by Governmen[illegible] and the line was laid on 1st May 18[illegible]

Sanctioned 1856.

15. In the course of this discussion an important principle was laid [illegible] The Pahlanpoor Political Agent proposed that certain petty States not b[illegible] on the Runn, and through which the preventive line did not pass, [illegible] had hitherto obtained untaxed salt, should be supplied with Anwarp[illegible] $2\frac{1}{2}$ annas. Government refused this,† observing that cheap salt [illegible]n to Pahlanpoor only in consideration of the Chief having allowed t[illegible]ive line to pass through his territory, and that the Gaikwar migh[illegible] the privilege with as much reason as the Chiefs whose demand was [illegible] by the

* Resolution No. 2,908 of 1856.

† Resolution No. 3,804 of 1866.

Pahlanpoor Agent. This Resolution establishes the principle that it is just and desirable to increase our salt revenue by cutting off the supply of untaxed salt to foreign States.

16. On the east or extreme right of the preventive line thus established from Dhundooka to Danta, lies Eedur, and it was possible for either Boyatra or Punch Buddra salt to enter Guzerat by the Posseena Pass in that State. But careful inquiry in 1857 showed that, owing to the distance he had to travel, and to the heavy transit dues upon it, "Kansia" salt was no cheaper than Runn salt at Eedur, and about four annas dearer at Wurnuggur, a Gaikwari town fifty miles north of Ahmedabad.

Increase of Excise enabled untaxed salt to round the eastern extremity of line.

17. But the salt tax was raised to Rs. 1 per maund in 1859, to Rs. 1-4-0 in 1861, to Rs. 1-8-0 in 1865, and to Rs. 1-13-0 in 1869. The effect of the first enhancement was to equalize the price of "Kansia" and of Runn salt at Wurnuggur, and the next increase gave the "Kansia" an advantage of four annas. It immediately began to pour into Guzerat through the Posseena Pass, and it was ascertained that while prior to 1859 only about Indian maunds 5,500 were annually imported by this route for the consumption of Eedur only, in sixteen days of May 1861 17,000 Indian maunds crossed the pass and were brought into all parts of Northern Guzerat.

Proposal to extend the line S.E. to Dohud.

18. After a long correspondence with the Political Agents, the Deputy Commissioner, Mr. E. P. Robertson, proposed in 1861 that the frontier line should be extended in a S.E. direction from Danta, through the Eedur territory, closing the Posseena Pass and including the petty States subject to Eedur, thence along the frontier of the Ahmedabad Collectorate, east of Morassa, through Loonawara and other petty States of the Rewa Kanta to its termination at Dohud, in the British Punch Mahals; that Eedur and the other Chiefs should be compensated, to the amount of about Rs. 2,000 per annum, for the loss of their transit dues; and that for the consumption of the Bheel population of the eastern Myhee Kanta, about 40,000 Indian maunds, 6,500 of Anwarpoor salt should be supplied at a price a little lower than they could get "Kansia" for, which would be about twelve annas at the works. It was considered that the settled population of the western part of the Myhee Kanta could not claim cheap salt, as they had always consumed taxed Runn salt.

[illegible]nctioned in 1862.

[illegible] It was understood that the Eedur Durbar would generally consent to [illegible]gement, which was sanctioned by Government.* But the Political Agent, Myhee Kanta, wrote that the Durbar refused to accept the terms, and tha[illegible] [illegible]ation of the Wania's books showed that "Kansia" salt had been sold [illegible] the average price of Rs. 0-9-2 per maund, while Anwarpoor salt, c[illegible]ve annas at the works, could not be sold there for less than Rs. 1-[illegible] [illegible]eason being that Brinjarees carried large quantities of grain,

* Resolution No. 805-A, of 1862.

mowra, &c., from the Myhee Kanta to Punch Buddra, and returned with salt; while, there being no traffic between Eedur and the Runn, carts would have to be sent empty to Anwarpoor for the salt.

20. The Deputy Commissioner then offered 6,500 maunds at $2\frac{1}{2}$ annas at Anwarpoor, but this was refused by the Durbar, who finally demanded at the rate of one anna (or less than the cost of production) Indian maunds 35,089 (*i.e.*, at the rate of 18 lbs. per head on the entire estimated population of the State), further compensation in land, and exclusive jurisdiction over smugglers. The Deputy Commissioner pointed out the exorbitancy of these demands, but recommended that they should be conceded, on account of the great loss which the revenue was sustaining. Government* therefore granted all that the Durbar asked, and the portion of the line from the south of Eedur to Dohud was laid at once. The Rewa Kanta Chiefs, it must be observed, who had hitherto received no transit dues on salt, obtained no compensation, and raised no objections to the line.

But line not completed till 1869.

21. The Eedur Durbar, however, still refused to allow the line to be placed through their territory till the Government share in four Morassa villages which they demanded as compensation was handed over, and the line was not completed till February 1869. The loss of revenue from the introduction of untaxed salt through Eedur was estimated by Mr. Elliot, then Deputy Commissioner, at upwards of $1\frac{1}{4}$ lacs of rupees annually, and the cost of the isolated portion of the line from Morassa to Dohud was entirely wasted during these six years.

22. The conduct of the Eedur Durbar throughout these negotiations seems to me to have been grasping in the extreme. They persuaded the Political Agent (*vide* para. 19) that "Kansia" salt was sold at Eedur at Rs. 0-9-2 per maund, and was thus cheaper than Runn salt free of excise, though careful inquiries, partly made by the Agent himself, had shown that the price at Punch Buddra of "Kansia" and transit dues on it to Eedur amounted to at least six annas per maund,† leaving little over three annas per maund for the cost of carriage 160 miles; while they estimated the carriage of Runn salt to be over one rupee for 60 miles, though it had been shown by their own accounts that with an excise of twelve annas on Runn salt and no restriction on the import of "Kansia" more than two-thirds of the Eedur consumption had been supplied from the Runn, and though it is notorious that the Brinjarees dislike going to Punch Buddra, owing to the want of forage and water there (*vide* para. 59 below). If therefore, Government can withdraw from the present arrangement with Eedur, and by a modification of the existing frontier (*vide* para. 74) oblige it to consume taxed salt without compensation, the Durbar will deserve no sympathy or consideration. And if the frontier line is not altered I think that

* Resolution No. 4,556 of 1862.

† The average price at Punch Buddra, exclusive of transit dues, is five annas per maund—*vide* para. 58.

the proposal made in paras. 22—23 of Section IV. of my Report No. 30 of 15th April last, to supply the stipulated quantity of salt at cost price at Ahmedabad, should be adopted.

23. The appended Statement **A.** shows the number of seizures, the amount of import duty realised, and other particulars on the northern frontier for the past five years.

24. The following Table shows the Length of the line, the number of Posts, Strength, and Annual Cost:—

Name of Section.	Length in Miles.	No. of Inspectors.	No. of Posts.	No. of Men.	Amount Cost of Rupees.	Remarks.
1	2	3	4	5	6	7
Dhundooka	121	1	29	61	5,712	
Dholka	107	1	24	64	5,967	
Veerumgaum	20	...	5	11	730	These men are borne on the Salt Works Establishments and supervised by the Daroga.
Soeegaum...........	84	1	19	37	2,584	
Marwar	130	1	28	56	6,894	Five of these men are Carkoons, to supervise delivery of free salt.
Myhee Kanta	60	2	19	69	7,632	Besides the Peons, fourteen Sowars of the Gaikwar's contingent are stationed at Goria and Jinjoowara, and seven of the Pahlanpoor Horse at Anwarpoor. The line is now rather stronger than its sanctioned strength here given, some men of the abolished Gogo line having been transferred to it as a temporary measure.
Rewa Kanta.........	60	1	12	34	3,630	
Total......	582	7	136	332	33,149	

The Dhundooka section is supervised by the Assistant Commissioner in charge of the Gogo range; the rest of the line by the Assistant in charge of the Ahmedabad range. Each of these officers has also the salt works and ports in his charge to supervise and control.

25. It will be useful *(parvis componere magna)* to compare the cost and strength of this line with those of the Inland Customs line, extending from the Indus to the Bay of Bengal. Of course I do not mean to imply that the cost of the Guzerat line, which is almost purely preventive, should be at all equivalent to that of the Inland Customs line, which collects a revenue of 117 lacs. But in some respects the two lines may be fairly compared; both pass for a portion of their length through an open and densely-peopled country, and are threatened by extensive foreign salt works at no great distance, and for another portion through wild and sparsely-peopled districts remote from foreign works. And I think I can show that the cost of the Guzerat line bears no reasonable proportion whatever to that of the Inland Customs line. The following Table will illustrate this:—

	Length in Miles.	No. of Inspectors, Patrols, or Assistant Patrols.	No. of Posts.	No. of Men including Karkoons who collect duty.	Cost per annum.
					Rs.
Guzerat Line	582	7	136	332	33,149
Inland Customs Line*	1,777	77	1,595	8,448	11,40,084

Analyzed, these figures give the following results:—

The cost of the Guzerat line is Rs. 56-12-0 per mile; that of the Inland Customs line Rs. 641-8-0 per mile.

On the Guzerat line there is one post to every four miles three furlongs; on the Inland Customs one post to every one mile one furlong.

On the Guzerat line there is one man (*i.e.*, below the grade of an inspector or assistant patrol) to every one mile six furlongs; on the Inland Customs one man to every 350 yards.

On the Guzerat line each inspector—a Hindoo, on a salary of Rs. 55 to 100—has charge of eighty-three miles; on the Inland Customs line each patrol or assistant patrol—nearly always a European, with a salary of Rs. 125 to 400—has charge of twenty-three miles.

On the Guzerat line the monthly pay of a peon is Rs. 5-8-0 or 6. I do not know what it is on the Inland Customs line, but from remarks in Mr. Hume's Annual Report I imagine that it has recently been raised to a rate much higher than this.

The Guzerat line cannot even be regularly patrolled; the Inland Customs line is regularly patrolled throughout its whole length, and several hundred miles of it are protected by a strong hedge.

Line more efficient than might be expected as regards Salt.

26. Considering the weakness of the line, it is, I think, creditable to the department that the smuggling of salt is kept under control at all. That it is checked to a considerable extent is shown by the average consumption per head of licit salt in Northern Guzerat, which is at least two-thirds of the total consumption.† It appears to me that the origina line was formed—on the principle of interesting the different Chiefs and their

* The figures relating to the Inland Customs line are taken from the half-yearly list of the Inland Customs Service of April 1st 1870. They are, however, only for that portion of the actual line which extends from the Sutlej to Sumbulpoor, and do not include the Punjab or Orissa sections.

A statement kindly sent me from Mr. Hume's office makes the length of line 2,467 miles, its cos Rs. 17,91,586 (exclusive of the pay of the Commissioner and his Staff), and the number of men 11,458. I imagine, however, that this includes the internal branch of the Department, not the actual line only.

† *Vide* paragraph 86 of my Report No. 103, of 30th July.

subjects in the prevention of smuggling *through* their territories, while removing, by a supply of free salt, inducement to smuggle for their own consumption—with remarkable skill. But since the first portion of the line was laid, the excise, and consequently the profits of the smuggler, have been trebled; the Guzerat Horse, patrols of which used to support the line, has been disbanded, and prices have risen so much that the pay of the line peons is quite inadequate to support them.

But quite useless against opium smuggling.

27. Salt, however, is a bulky article, usually carried, in Northern Guzerat, by large slowly-moving droves of bullocks or donkeys, and hence a line too weak to check petty smuggling may to a certain degree control salt smuggling on a large scale. But for the prevention of opium smuggling the line is simply useless. Government are aware that the cultivation of the poppy is prohibited in Kattiawar, and that the population of that large province, opium-eaters to a man, are supposed to consume taxed opium supplied by Government. I have, unfortunately, lost some notes which I made on this subject, but I think I am within the mark in saying that not one-twentieth of the consumption of Kattiawar is licit. Opium is grown everywhere in the Gaikwar's territories in North Guzerat, and there is nothing but the line to prevent its import into Kattiawar. The Runn itself is passable in the dry weather, and the country between the Runn and the Null is generally open and unenclosed. Smugglers might, therefore, cross the line by night, avoiding the roads, with no fear of detection, but they do not even take the trouble to do this. Parties of two or three fast camels, each carrying a maund of opium and ridden by an armed man, go along the roads in broad daylight; if they are unlucky enough to meet a party of armed police, they are too fast for them, and they laugh at the line peons. A few years ago a peon met a single camel and called to the rider to stop. The latter might have got away, but he stopped, dismounted, knocked the peon down, tied him hand and foot with his own turban, threw him into a cactus hedge, and went his way with some sarcastic observations.

Points where is most smuggling.

28. Mr. Major, Assistant Commissioner, who was for some time in charge of the Ahmedabad range, tells me that he thinks the greatest amount of smuggling across the line is from Dhrangudra into the Gaikwar's district of Pattun. The smuggling direct east from Dhrangudra into the Ahmedabad Collectorate is, he thinks, comparatively petty—not that large quantities cannot get across the line there, but that there is the risk of being seized by the police after crossing. But smugglers can go north from Dhrangudra, keeping well on the Kutch side of the Runn, to an island called Veechar Solankhee, whence a few hours' night-march brings them safe through Radhunpoor into the Gaikwar's territory. This part of the frontier, where opium also crosses to Kattiawar, is now the weakest, and wants strengthening most of all.

Mr. Elliot's proposals.

29. Mr. Elliot, when Deputy Commissioner, Northern Division, submitted proposals* for the re-organization of the Guzerat frontier lines. These should be referred to, as he took great trouble in selecting the fittest places for posts. His proposals were, to strengthen the force; to employ a body of sowars as well as peons; to increase the number of inspectors, and to employ as inspectors respectable pensioned officers of the army, instead of Hindoo clerks brought up in offices.

* To Commissioner of Customs, No. 370 of 1st June 1863.

Suggestions.

30. My own suggestions are as follow:—

(*a.*) Closer European supervision. In my suggestions for a re-organization of the Salt Department* I have proposed that one assistant shall be employed solely on the line.

(*b.*) A greater number of inspectors. Each should have a range of not more than thirty to forty miles. And a large porportion at least of the inspectors should be pensioners, as proposed by Mr. Elliot, Parsees or Mahomedans, not Hindoos from offices.

(*c.*) An increase to the strength of the force. As far as I can judge, the posts should be at an average distance from each other of not more than two or two and a-half miles. The peons should also be generally armed.

(*d.*) The employment of a body of sowars to support the line, especially where there is opium smuggling on camels.

(*e.*) Increased pay to the men. Peons should be paid at least on the scale proposed for peons at salt works—Rs. 8, 9, and 10 per mensem.

(*f.*) In British territory the district police and village officers should be required to exert themselves vigorously to seize smuggled salt; and liberal rewards should be granted for captures. At present (though the practice is not strictly legal) the permits granted at our works are not cancelled at the Daroga's posts, and each cart or bullock gets, in addition to the general permit, which covers the whole removal, a separate ticket to protect its load from the police in our districts. This practice should be authorized and kept up; and all salt not covered by a ticket found passing through our districts should be detained by the police or village officers.

(*g.*) In foreign territory (Radhunpoor, Pahlanpoor, &c.), I think it would be well to increase somewhat the compensation for loss of transit dues to the Chiefs, and to call on them for greater strictness with regard to salt smuggled through their territories. Their village officers and people should be liberally rewarded for seizures.

* Paragraph 257 of No. 103, of 30th July 1870.

(*h.*) Of the 136 posts now on the line, twelve (all except three in Dhundooka and Dholka) are for levying import duty, and of the men in column 5 of the statement at paragraph 24, thirteen are Carkoons employed to levy duty, paid from Rs. 11 to Rs. 40 per mensem, who are of little use as preventive officers. Considering the small realizations of import duty, three or four of these Carkoons might, I should think, be reduced.

(*i.*) The portion of the line between Loonawara and Dohud may, I think, be taken off. I believe no seizures have ever been made on it, and as all the taxed salt which goes from the Runn to Malwa crosses this line from the westward, it does not seem likely that untaxed salt can cross it from the east.

(*k.*) Perhaps also the Dhundooka section of the line may be taken off, and the line made to commence from the coast of the Gulf of Cambay at the mouth of the Samburmutty river. The population of the Dhundooka pergunnah being only 1,06,000, the salt tax from it cannot exceed Rs. 25,000 to Rs. 28,000; the cost of establishment at the small works on the east is Rs. 2,391; that of the frontier establishment Rs. 5,712, which must be at least doubled to make it efficient, so that, even if smuggling is altogether prevented, the cost of collection will be 50 per cent. of the gross revenue. This, however depends upon the view which Government may take of the subject discussed in the following paras. :—

Gogo frontier.

31. Until lately the Ahmedabad pergunnah of Gogo, which is on the east coast of the peninsula of Kattiawar, isolated from other British districts, and separated from the Dhundooka pergunnah by intervening territory of the Thakoor of Bhownuggur, was surrounded by a frontier line meant to keep out Bhownuggur and other untaxed salt, and the pergunnah itself was supplied by small works at Gogo. It was, however, found that the profits of these works did not pay the cost of their establishment and of the frontier line, and it was evident that the consumption of the pergunnah would never pay the cost of a frontier sufficiently strong to exclude smuggled salt.

32. It was therefore decided* to close the Gogo works and take off the frontier line, thus freely admitting untaxed Bhownuggur salt to the villages of the Gogo district. But for the consumption of the town of Gogo itself an import duty on the Bhownuggur salt was to be levied at the gates. The Gogo people and the Collector of Ahmedabad now complain that Gogo is doubly taxed; that Bhownuggur being a rival port, and its interest being to depress and annoy Gogo in every way, the Durbar will not supply Gogo with salt at all, or supply it at an exorbitant price; and Mr. Borradaile represents that it seems very hard that when Bhownuggur, a foreign town, has been given the same advantage of being a free port as Gogo, it should have the additional advantage of untaxed salt. I think there is some truth in these arguments, but another is conclusive. The population of the town of Gogo is only about 7,000 souls; the proceeds of the tax on their salt can therefore be only from Rs. 1,700 to Rs. 2,000 per annum, while the collecting establishment costs Rs. 1,620 per annum. It is certainly not a very judicious proceeding to get some Rs. 200 per annum out of Gogo, at a cost of collection and with a burden on the people of eight or nine times that amount. I recommend that the collection of salt tax at the gates of Gogo be at once discontinued.

* Government Resolution No. 624, of 17th February 1868.

Exemption of Bhownuggur from salt tax.

33. It seems to me, however, doubtful whether the Bhownuggur State itself might not fairly and advantageously be made subject to the salt tax. First, it seems unreasonable that the port of Bhownuggur should have the advantage of being a British free port without the corresponding obligation of paying salt tax. Secondly, I doubt much if Bhownuggur ever was entitled to make salt. It is notorious that, prior to the introduction of British rule in Guzerat, the Peshwa's Government—to whose rights the British Government afterwards succeeded—reserved to itself the right to manufacture salt along the whole coast of the Gulf of Cambay. And I find that, in 1840, the Bombay Government* issued strict orders that the Thakoor of Bhownuggur was not to make new salt pans nor extend old ones in his territories. He was, however, as a special favour, permitted to work five pans, then existing, for the use of the town of Bhownuggur only. Thirdly, I understand that it has lately been decided that Bhownuggur is to pay a heavy "nuzzerana" on the occurrence of a succession to the "gaddee." While fully allowing the justice of obliging Bhownuggur—which owes so much to the British Government—to contribute something to Imperial revenue, I may be allowed to remark that a succession tax has several disadvantages. The liability to pay it may recur two or three times within a short period, or may not happen for a great number of years, and the practice of Native States is to provide the means of paying a demand of this kind by special taxation of its subjects, which causes hardship and discontent. It might be worth consideration, whether the liability of Bhownuggur to nuzzerana might not be with advantage commuted for the salt tax. If such an arrangement were made, I would extend the frontier line down to the coast of the Gulf of Cambay on the southern limit of the Bhownuggur State south of Gogo, as shown by the dotted line in the large map of India which accompanies this Report; would thus include within the line the whole of the Bhownuggur territories and the Ahmedabad pergunnahs of Dhundooka and Gogo; and would supply the consumption by such excised works, either in Gogo, Bhownuggur, or Dhondooka, as might be convenient. The tax contributed by the territory thus included would amount to from three-fourths of a lac to one lac of rupees per annum, and the cost of establishments would be not more than 20 or 25 per cent. on this.

34. Two further points regarding the northern frontier call for some notice.

* Chief Secretary's letter to Mr. Blane, Political Agent, Kattiawar, No. 2,776, of 8th September 1840.

35. The first regards proposals which have been at different times made to purchase the right in their salt works of the Chiefs of Boyatra and Dhrangudra, both of whom have expressed their willingness to enter into an arrangement of this kind.

Proposal to purchase Dhrangudra and Boyatra salt works.

36. With regard to Boyatra, I have no doubt that the arrangement would not be an advantageous one. It would cause a dispute with the Jodhpoor Durbar, who claim a royalty in the Boyatra salt; it would not enable us to dispense with any part of the frontier line, which must still be kept up on account of the "Kansia" and other Marwar salts, and it would entail the cost of an establishment to prevent the collection of the Boyatra salt.

37. Regarding Dhrangudra, I am more doubtful. To close these works (except to the extent necessary to supply the Dhrangudra State itself with untaxed salt, for which the Chief stipulates) would undoubtedly relieve the Dholka and Veerumgaum section of the line from its most pressing danger, since these works are nearest to it, and supply the only salt of that part of the country which can be compared with Patree salt in point of quality. But it would not enable us to dispense with any portion of the line; it is very possible that as soon as the Dhrangudra works were closed, other Chiefs, of Jhalawar or the Muchoo Kanta, just west of Dhrangudra, would commence the manufacture in hopes of also getting compensation; and the expense would be considerable. I think, therefore, that it would not be well to buy the Dhrangudra works unless in connection with any scheme which may hereafter be proposed for making Kattiawar subject to the salt tax.

38. The other point relates to the supply of salt at the low rate of two and a-half annas, to the Chiefs of Pahlanpoor, Tharrad, and Danta—*vide* paragraph 14 above.

Supply of cheap salt to Pahlanpoor.

39. When these Chiefs permitted the Preventive line to be laid through their territories, it was agreed that their subjects should be supplied with cheap salt; and to ascertain the quantity required it was arranged that contractors, appointed by the Durbars, should receive salt from Anwarpoor to the maximum quantity of Indian maunds 51,489 per annum, which was the estimated quantity required at 18 lbs. per head of the population; that this salt should then be placed in three depôts and be delivered for consumption, under rules made by the Durbars, on requisitions signed by the patels of villages; that the quantities so delivered for consumption should be ascertained by Karkoons stationed at the depôts; and that, after a few year's experience, the average quantity actually delivered should be taken as the fixed quantity to be annually given to the Durbars, and the depôts closed.

40. The depôts, however, never have been closed, and the quantity annually delivered, on an average of the thirteen years during which the system has been in operation, is Indian maunds 30,666. Mr. Dalzell now proposes to close the depôts, thus saving their cost, Rs. 840 per annum, and to give the Chiefs Indian maunds 30,666 every year.

41. This proposal should be adopted, but I would fix the quantity at Indian maunds 36,000, as, for several reasons, I doubt whether Indian maunds 30,666 is the whole consumption. This quantity should be divided among the Chiefs, and the share of each annually delivered on demand, either at Anwarpoor or at the Ahmedabad depôt, after the Anwarpoor work is closed. But I think that some stipulations should be made with the Chiefs as to the rate at which this salt is sold to their subjects. I have heard complaints that the contractors now sell it nearly as dear as taxed salt, and the fact that some thousand maunds of taxed salt has been sold at the Runn works to private persons for removal to Pahlanpoor seems to corroborate these stories. If this is the case, the object of giving cheap salt—to remove any inducement to the people to smuggle across the frontier—is frustrated.

42. I have been able to obtain very little information regarding the history of the other three frontier lines, and this is of no consequence, as the lines are almost entirely within British territory, and there is no complication from their passing through the possessions of Native Chiefs.

43. The Damaun territory is supposed to manufacture something over a lac of maunds of sea salt annually, and the population being only about 30,000, the internal consumption, even with an allowance for the large quantity of fish cured there, cannot be more than from Indian maunds 20,000 to 30,000. The balance is said to be exported to the Malabar Coast, where it pays duty, but the returns of imports there do not bear out this assertion. There used to be a great deal of smuggling across the frontier, chiefly by large bands of Kolies who carried head-loads and were armed, and who, on several occasions, killed peons of the Preventive force who opposed them. The line, however, as will be seen from the table in para. 45, is now very strong, and I believe the smuggling from Damaun is chiefly by sea. Our fishermen procure large quantities of salt there to cure their fish,* and it is probable that a great deal is smuggled by sea to places along the coast.

II. Damaun Frontier.

44. Appendix B. gives details of seizures, &c., upon the Damaun frontier.

45. The following table shows the strength of the line. It is under the supervision of the Deputy Commissioner, Northern Division:—

Strength.

Miles.	Number of Inspectors.	No. of Posts.	No. of Men.	Annual Cost.
33	1	32	114	Rs. 11,151

* *Vide* para. 191 of my Report No. 103, of July 30th, 1870.

Nine posts are for the collection of duty, and twenty-three Preventive. Of the men, eighteen are Karkoons, and the rest Preventive peons, twenty of whom are armed police.

46. This frontier, it will be seen, is now very strong, and the only suggestions I can make are, that the pay of the peons should be raised here as elsewhere, and that a saving may probably be effected by reducing the number of dutiable posts, which seems excessive.

47. South of Damaun, within the Tanna Collectorate, is the petty State of Jowar. It is almost entirely inland, but one or two villages touch a tidal creek, and here, I am informed, salt works have been recently established. They should, I am of opinion, be suppressed.

III. Jinjeera Frontier.

48. Appendix C. gives the details of seizures, &c., upon the Jinjeera or Rajpoori frontier.

Strength.

49. The following table gives the strength of the line; it is supervised by the Deputy Commissioner, Southern Division:—

Miles.	Number of Inspectors.	No. of Posts.	No. of Men.	Annual Cost.
				Rs.
34	1	6	31	3,471

Suggestions.

50. This strength appears insufficient, but I believe that the line is considered to be strong enough, as but little salt seems to be made in Jinjeera, and the frontier is easy to guard. The pay of the peons should of course be put upon the same footing as that of other salt peons. I would suggest that it might be advisable to enter into negotiations with the Hubshee, with a view of closing or excising his works.

IV. Goa Frontier.

51. Appendix D. gives the details of seizures, &c., upon the Goa frontier.

52. The Goa differs from the other frontiers in the quantity of salt which crosses it on payment of import duty. The Goa sea salt is said to be particularly good, and to be preferred to the Rutnagherry and Canara salt all along the coast and in Mysore.

Strength.

53. The line consists of three sections—the Waree and Beedee, under the supervision of the Rutnagherry Assistant; the Diggi, under that of the Canara Assistant Commissioner.

The following table shows its strength:—

Section.	Miles.	No. of Inspectors.	Posts.	No. of Men.	Annual Cost.
					Rs.
Beedee	42	1	3	79	8,172
Diggi	103	1	7	98	14,052
Waree	57	1	9	116	11,742
Total......	202	3	19	293	33,966

Suggestions.

54. The line was re-organized by Mr. A. Bettington, C.S., about twenty-five years ago. I think there must be a mistake in the statement I have received regarding the number of posts. I imagine that posts for collecting the import duty have been alone entered. But it will be seen that the strength in number of men is less than three men to every two miles, and though I believe that the line is easy to guard for a great part of its length, the passes over the Ghauts being few and difficult, yet I should think that this strength is insufficient. Three inspectors also seem hardly enough, the average length of the range of each being upwards of sixty miles. The pay of the men should, of course, be put on the same footing as that of others.

Total length and cost of Bombay Customs lines.

55. It will be seen that there is in this Presidency an aggregate length of 851 miles of preventive lines, with a strength of 782 men, and costing annually Rs. 81,740. What increase of cost will be caused by the reorganization it is, of course, impossible to estimate without submitting a detailed scheme showing the proposed number of posts, the number of men at each post, and other particulars, and this it would be absurd for me to attempt to do. The average pay of a line peon is now under six rupees per mensem, and I propose to raise it to Rs. 9. This alone would add 50 per cent. to the largest item, the pay of peons, even supposing that their number is not increased. But against this there would be a saving of the batta now given on account of the dearness of grain. On the whole, I roughly estimate that our preventive lines may be placed on an efficient footing for an expenditure of from a lac and a-half to a lac and three-quarters of rupees per annum, and this sum, when compared with the cost of the Inland Customs line, will not, I trust, be thought exorbitant. This estimate is, of course, for the existing lines; if the adoption of any of the suggestions made below should enable us to dispense with any portion of the lines, the cost will be proportionately diminished.

Exports from the Runn to Malwa.

56. It will be observed that in discussing the question of our northern frontier I have not mentioned our exports from the Runn works to Malwa.

The existence of the preventive line hardly affects these exports at all, for they cross its Myhee Kanta or Rewa Kanta sections from the westward, and the Punch Buddra or "Kansia" salt, which is the chief competitor with Runn salt in Malwa, enters that province *viâ* Banswarra or Pertabghar, and avoids the line altogether. The Marwar section, however, cuts off the shortest route for Boyatra salt to Malwa.—*Vide* the large map of India which accompanies this Report.

57. Our exports from the Runn to Malwa are almost entirely carried by Brinjarees, and are still large, though successive enhancements of the excise have reduced them considerably. When the excise was 8 or 12 annas per Indian maund they averaged from $2\frac{3}{4}$ to 3 lacs of Indian maunds per annum. For the last three years, with the duty at Rs. 1-8-0, they have averaged just over $1\frac{3}{4}$ lacs. And it must be remarked that the duty on exports to Malwa has in reality been raised more largely than on other salt, for before January 1st, 1867, when the practice was discontinued by order of the Commissioner, Brinjarees at the Runn were allowed $94\frac{1}{2}$ lbs. to the maund instead of $82\frac{2}{7}$, on account of the great waste in their long march to Indore.

58. It was anticipated by officers of the Salt Department that any increase of excise beyond one rupee would entirely destroy our export trade to Malwa. Punch Buddra is from Indore only about thirty miles further than Patree, the distances being respectively about 290 and 260 miles. The difference in distance to Rutlam, to which place a great deal of our salt goes, is only ten or fifteen miles, and "Kansia" salt, equal in quality to "Waragura," is sold at Punch Buddra at about five annas per maund,* including the Jodhpoor tax; "Waragura" costs at Patree Rs. 1-15-0.

Why taxed can compete with untaxed salt in Malwa.

59. I have endeavoured to ascertain why this anticipation, apparently so reasonable, has proved incorrect, and why the Runn salt can still compete largely, though not so successfully as it used to do, with "Kansia" salt in Malwa. The reasons seem to me to be the following:—

1st.—Water and forage are much more scarce at Punch Buddra than at our Runn works, especially in the hot season.

2nd.—Guzerat being a wealthy and populous province, and importing grain largely, and Ahmedabad, on the road from Indore to the Runn, being connected with Bombay by a railway, the Brinjarees have to come to Ahmedabad to sell the grain, loaded with which they start from Malwa at the beginning of the season. From Ahmedabad they have only sixty miles to go with unladen bullocks to Patree, but 200 miles to Punch Buddra.

* *Vide* para. 82 of Mr. Hume's Annual Report for 1867-68.

3rdly.—With an exception in the Punch Mahals (to be noticed below, paragraph 69), the Brinjarees have to pay no transit duties whatever on their journey from the Malwa frontier to the Runn and back. On the road from Punch Buddra transit duties are levied in almost every pergunnah. As far as I have been able to ascertain, the aggregate amount of transit dues levied on the road to Indore from Punch Buddra, *viâ* Meywar, Banswarra, and Rutlam, exceeds that on the road from the Runn, *viâ* the Punch Mahals, by about five annas per maund. This is only a small part of the difference in price at the works of "Kansia" and Runn salt, but transit dues cause annoyance to the Brinjarees beyond their actual amount.

Trade in a critical state.

60. But it must be remembered that for the last year or two Marwar has been famine-stricken, and that it has been impossible for large numbers of Brinjarees to go to Punch Buddra, and also that the Bombay duty has recently been enhanced by five annas. If, therefore, there is for the next few years abundant rain in Marwar, I much doubt whether the Runn exports to Malwa will not fall very much below $1\frac{3}{4}$ lacs of Indian maunds per annum, even if the trade does not altogether disappear.

Proposal to lower the tax on exports to Malwa.

61. It has been proposed, in order to save the trade, to remit one-half or more of the excise on salt purchased at the Runn for removal to Malwa. This suggestion deserves serious consideration.

62. To secure that the salt delivered at the lower rate of duty should not supply the consumption of Northern Guzerat one of two expedients would have to be adopted—either the Brinjarees must pay the full rate at the works, and the remitted duty, say one rupee per maund, be returned upon the quantity which actually crosses the frontier line in the Punch Mahals into Malwa; or they must pay the reduced duty at the works, but the balance must be recovered at the frontier on any deficiency in the quantity which crosses it.

63. On the second plan, there would be the danger that the purchasers would never cross the frontier at all, but would sell all their salt within it, and I do not know whether this could be effectually prevented. On the first, it would be necessary that the refund should be made by an European officer, as subordinates could not be trusted. And as the Brinjarees do not go by one route, but cross the frontier into Malwa anywhere along a line many miles in length, according to the market they are going to, and as they find water and forage, it might be necessary to have two or three refund officers, which would be very costly.

64. The probable financial result of the measure must also be considered. Taking the reduction of duty to be one rupee, there must be an annual difference due to it of $1\frac{1}{4}$ lacs of maunds in the sales to make it pay. For Indian maunds 1,00,000 × Rs. 1-13-0 = Rs. 1,81,250, and Indian maunds 2,25,000 × Rs. 0-13-0 =

Rs. 1,82,813. I doubt whether the difference would be so great as this, for we have hitherto sold Indian maunds 1,75,000 at Rs. 1-8-0, and when the duty was 12 annas the sales were under Indian maunds 3,00,000.

65. I would not, therefore, reduce the duty on exports to Malwa, at any rate till the following measures have been tried, and their effect ascertained.

Suggestions.

66. If the scheme proposed in my report No. 30 of April 15th, 1870, be adopted, the Brinjarees will buy their salt at the railway depôts at Ahmedabad or Anund, and will be saved a journey of from 120 to 200 miles at the cost of an extra two or three annas to the price of the salt.

67. During the ensuing season the Ahmedabad Assistant should explain to the principal Brinjarees who frequent the Runn the advantages of the new scheme, and endeavour to ascertain from them what depôt they will purchase at, and by what route they will approach it. Every facility should then be given to the Brinjarees on the portion of the route which may lie within British territory; camping-places, and, if necessary, grazing-grounds, should be set aside for them, and wells dug. The roads to Anund station should in particular be examined, since this depôt will be the nearest to Malwa, and Brinjarees buying there will be saved a journey of 200 miles to the Runn and back. A good broad road leads from it towards the Myhee, but for the first fifteen or twenty miles from Anund the country is so enclosed and highly cultivated that I fear there will be great difficulty about grazing and camping-grounds.

68. I would revert to the practice, the abolition of which in 1867 was much complained of, of giving the Malwa Brinjarees 94½ lbs. to the maund instead of 82. This is about equivalent to a reduction of four annas in a duty of Rs. 1-13-0, and is preferable to a declared reduction of duty to that extent, as it will be understood as merely meant to cover wastage.

69. I would abolish the Punch Mahal and Baria transit duties, the former Rs. 12-8-0, the latter Rs. 6-4-0, per 100 bullock-loads, which is nearly equivalent to 1½ annas per maund. On this subject I have received a letter from Mr. Clarke Jervoise, Acting Agent in the Punch Mahals, a portion of which is transcribed:—"Previous to the cession of the Punch Mahals to the British Government a very complicated system of transit, import, and export duties was in force; but subsequently, in 1866, it was modified and assimilated in its nature to the levy of tolls, with the sanction of Government,* the collections forming the local funds of the district in lieu of the one-anna cess, which is held in abeyance pending the completion of the Revenue Survey and Assessment. But even on the introduction of the cess the receipts from it will not be sufficient for a large outlay annually required to effect local improvements, such as roads, tanks, wells, &c., which are greatly needed in this district, and the continuance of the present levies is therefore indispensable for some time to come."

* Resolution No. 1,964 of 29th May 1866.

70. I am aware that the toll theory, advanced by Mr. Jervoise, now finds much favour with energetic district officers. They think—to parody the quotation—that a transit due by any other name does not smell as bad. But I would point out, 1st, that a salt excise was originally imposed in this Presidency in lieu of all transit dues; 2ndly, that Brinjarees do not use made roads, and it makes no difference to them whether the proceeds of a transit duty are spent by Mr. Jervoise in local improvements, or by a Native Chief in nautches; and, 3rdly, that while the inhabitants of other British districts raise their own local funds, those of the Punch Mahals obtain theirs nominally at the expense of the Brinjarees or of the people of Malwa, but really at a cost to Imperial Salt Revenue of a sum which probably far exceeds the amount realized in the Punch Mahals.

71. I recommend, therefore, that the Punch Mahal levy be at once abolished. Baria is a small State, under the Rewa Kanta Agency, which separates the Punch Mahals of Dohud and Godra, and I recommend that the Chief be compensated, and his levy also stopped. The average realizations from salt in the Punch Mahals for the last five years have been Rs. 4,413 per annum, and as the Baria duty, I am told by the Brinjarees, is half that of the Punch Mahals, the compensation will be about Rs. 2,200 per annum.

72. If these proposals are approved, the effect to a Brinjaree buying at the Ahmedabad Depôt will be about as follows:—

He will pay there for his salt Rs. 2-0-6 per maund of 94½ lbs., or Rs. 1-12-6 per Indian maund. From this must be deducted five annas, the price of "Kansia" at Punch Buddra, and 6½ annas difference of transit dues, leaving the net difference between the cost of "Kansia" and of "Wuragura" Rs. 1-1-6 per maund. For this sum the Brinjaree will be saved 240 miles of his journey from Malwa and back. Ahmedabad being distant from Indore 170, Punch Buddra 290 miles; he will get his salt in the market in which he sells his grain, and will not have to wait for it; and he will have an easy march with abundance of water and forage instead of a very difficult one. These advantages will, I think, make it worth his while to resort to Ahmedabad or, still more, Anund, instead of to Punch Buddra.

73. But the only effectual method of protecting and enhancing the revenue derived from our export trade to Malwa is to be found in an alteration of frontier preventive lines, which, I am humbly of opinion, is highly desirable for other reasons of much greater importance.

Suggested alteration of Customs lines.

74. The scheme which, with great diffidence, I venture to suggest for consideration is this:—

To connect the Bombay northern frontier with the Inland Customs line by a line laid from near Mount Aboo to Agra, *viâ* Ajmere.†

* *Vide* para. 6 of my Report, No. 103, of 30th ultimo.

† This proposal is not an original one. It was suggested by Sir R. Shakespeare in 1861, and I hope that the authority of so distinguished a political officer may recommend it.

To cancel the Inland Customs line everywhere south and east of Agra, and the Bombay northern line everywhere east of Mount Aboo.

To equalize the salt tax throughout India at the uniform rate of Rs. 2 per Indian maund.

75. The large map of India,* which accompanies this Report, will show the existing and the suggested lines, and, for facility of reference, I insert opposite this para. a small map, which, though very rough, is, I hope, sufficiently accurate.

Comparison of Bombay system of levying salt tax with that of other Presidencies.

76. In the course of this inquiry, I have been obliged to comment with some severity upon the laxity of administration which prevails in the Bombay Salt Department, and to point out the amount of smuggling and consequent loss of revenue which it permits to exist. But, with all its defects, it appears to me that the Bombay system of levying a revenue from salt may compare favourably with that of Continental India, if we look at the relation which the amount of revenue realized bears to the burden imposed upon the people under either system.

77. In the Madras Presidency the competition of untaxed foreign salt is, I believe, little to be feared; the only dangers which threaten the salt revenue are illicit manufacture and smuggling from licensed works. In Continental India the reverse is the case: all salt works within British territory have been suppressed; interior establishments are required only to prevent illicit, not to regulate licit, manufacture; and the revenue is levied by an import duty. But in Bombay we have not only to supervise and regulate home manufacture, as in Madras, but also, as shown in this letter, to prevent or to tax the import of foreign salt, as in the Upper Provinces.

78. Yet, with this disadvantage,† our licit consumption is nearly 11 lbs. per head of population; we realize at a duty of Rs. 1-8 a tax of nearly annas 3-3 per head; our cost of collection is only Rs. 7-5-1 per cent. on realizations; our total consumption is 14 lbs. per head, or probably within 1 lb. of what it would be if there were no tax;‡ there is no artificial scarcity of salt, and the price to the consumer is enhanced but little—not more, I think, than 20 per cent.—beyond the amount realized by the tax.

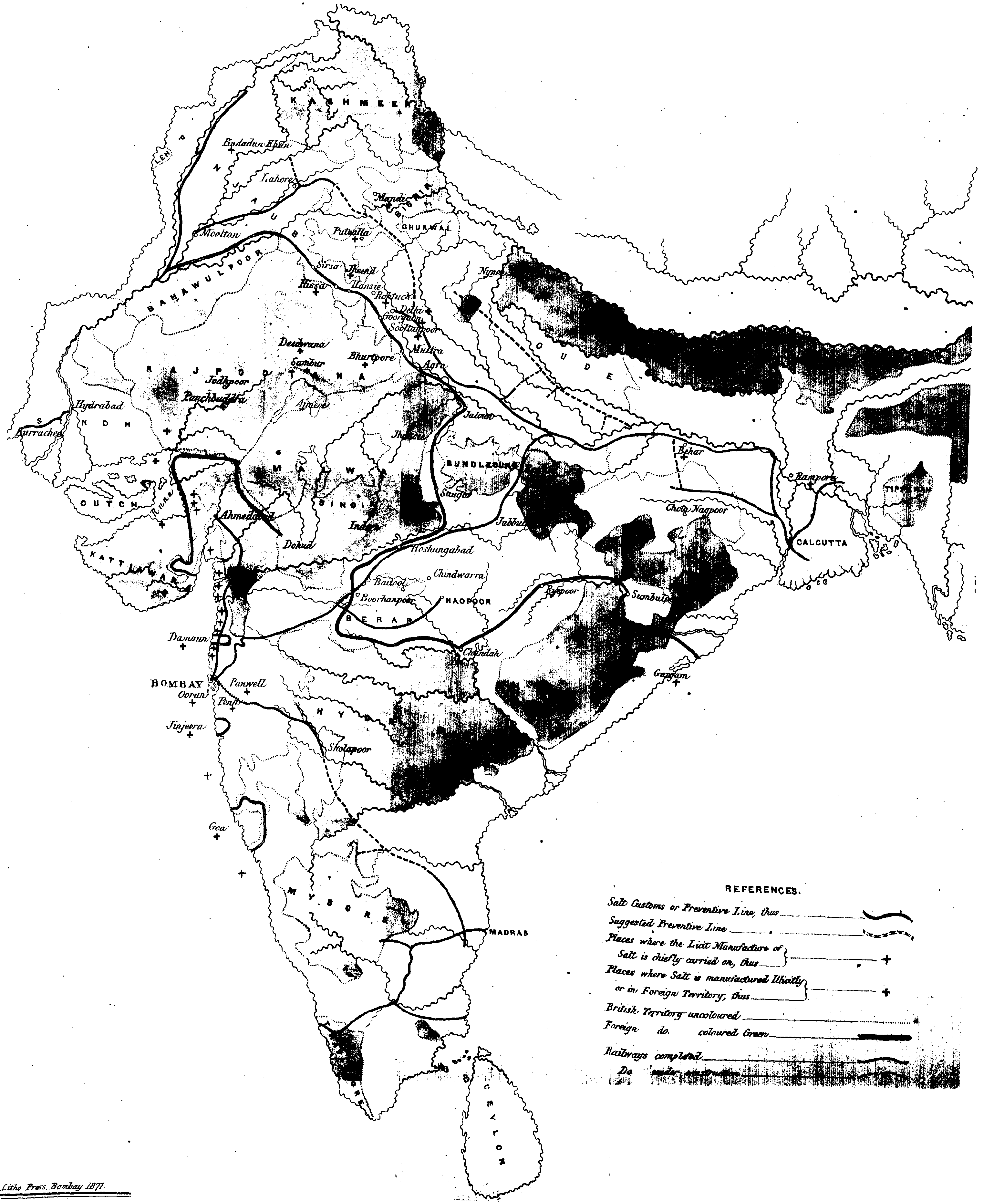
79. In the Upper Provinces§ the licit consumption is only 7 lbs. per head; the realizations, therefore, at a 3 rupee duty, are under 4 annas per head; the per-centage cost of collection is Rs. 13-3-10; the actual consumption is only about $7\frac{1}{2}$ lbs. per head, or $5\frac{1}{2}$ lbs. less than it would be if there were no tax;

* For this map I have to thank Colonel Thuillier, Surveyor General, who sent it to me; and Mr. Hume, who kindly had the Inland Customs line marked upon it.

† For these statements *vide* paras. 99, 110, and 299 of my Report No. 103 of 30th ultimo.

‡ In the Native States to which we have engaged to give free salt up to 18 lbs. per head of their population, actual consumption is found to be under 15 lbs.

§ For the statements made in this para. I beg to refer to Mr. Hume's Annual Reports for 1867-68 and 1868-69, especially to pp. 7, 8 of the former, and 5—7 and 25—28 of the latter; and also to the Hon. Mr. Strachey's speech delivered in Council 26th November 1869.



c. Litho Press, Bombay 1871.

the supply of salt is artificially diminished; the price to the consumer is enhanced from 50 to 150 per cent. beyond the amount of the tax; and a customs line, which has been described by the Hon. Mr. Strachey as "one of the most serious evils from which the country suffers," employing nearly 12,000 men and almost 2,500 miles in length*—half of which, moreover, does not collect Rs. 3 per maund, but only Rs. 1-3-0, the difference between the duty in the Upper Provinces and that of Madras or Bombay—has to be kept up, to the great injury of trade and annoyance of the people.

80. The fact is, therefore, that the people of the Upper Provinces are taxed three times, perhaps four times, as high as the people of Bombay, with the effect of realizing a net revenue higher by perhaps 6 pies per head, that is, by 15 per cent.† Indeed, the system seems ingeniously devised to produce a minimum of revenue with a maximum of cost, injury, and annoyance.

81. It is evident that, with the system in force in Upper India, to lower the duty alone would not be likely to cause an increase of consumption sufficient to make the measure financially successful. For if salt, the cost of which without the tax and with no restriction on manufacture would be only five or six shillings per ton, is sold in the cities of the North-Western Provinces at £16 per ton, one-half of which represents the duty, and the rest the cost of carriage, profits of dealers, &c., to reduce the duty by £3 a ton would still leave the price £13, and the reduction, 18¾ per cent., would probably be too small to give a large stimulus to consumption.

82. But measures are now being taken to reduce greatly the portion of the cost of salt due to carriage. I understand that large works are to be opened, under Act XXV. of 1869, at several places in Oudh and the North-Western Provinces; railways to the mines of the Punjaub and to the Sambhur Lake will bring the salt of those places cheaply and in abundance to all parts of Upper India; and the G. I. P. Railway has already increased the supply and lowered the cost of salt in the Central Provinces. I see no reason, therefore, to suppose that an equalization of the tax would not eventually equalize, or nearly equalize, the consumption of Upper India and of Bombay.

83. Mr. Hume, however, has justly pointed out that the Inland Customs Department must not be considered alone, but in its relation to the Salt Department of the Lower Provinces. In Bengal the salt tax is Rs. 3-4-0; the consumption, about 11 lbs. per head, is larger than in the Upper Provinces; and the cost of collection seems to be little over 5 per cent. The revenue, therefore, is very large, nearly half the total salt revenue of British India. Without the Inland Customs line this large revenue could not be raised, as Bengal would be flooded with cheap salt from the north and west.

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* This does not include the Indus line.

† A comparison with Madras would be still more unfavourable to the system of the Upper Provinces, for in Madras the licit consumption is 14 lbs., and the average incidence of a tax of Rs. 1-8-0 is over annas 4·1 per head.

84. In estimating, therefore, the probable financial effect of equalizing the salt tax at Rs. 2, Bengal must be included, and I have framed the following statement accordingly. The figures showing realizations (taken from the "Statistical Reporter" of June last) are for 1867-68. I have not the figures for an average of several years, which would be more satisfactory.

Estimated financial result of equalizing Salt Tax.

Statement showing the estimated Financial Result of proposed Equalization of Salt Tax at Rs. 2.

Presidency.	Present rate of Tax.	Present consumption per head.	Realizations of Salt Tax in 1867-68.	Proposed rate of Tax.	Estimated average consumption.	Estimated Realizations.	Remarks.
	Rs. A. P.	lbs.	£	Rs. A. P.	lbs.	£	
Bombay ...	1 8 0	11	489,321	2 0 0	12	711,739	
Madras......	1 8 0	14	1,049,970	2 0 0	12	1,199,965	
Bengal	3 2 0	9	4,017,662	2 0 0	12	3,428,404	Including Bengal, N. W. Provinces, Central Provinces, and Punjaub.
Total...	....	......	5,556,953	....	......	5,340,108	

85. (*a*) I have estimated that the enhancement of the tax from Rs. 1-8-0 to Rs. 2 will lower licit consumption in Madras from 14 lbs. to 12 lbs. But Madras has shown such an extraordinary power of increasing her consumption in the face of successive enchancements of duty,* that I doubt if the increase to Rs. 2 will long keep it below 14 lbs.

(*b*) The consumption of Bombay I have taken at 12 lbs. instead of 11 lbs., presuming that smuggling, which now amounts to 3 lbs. per head,† will hereafter be not larger than in Madras.

(*c*) Mr. Hume estimates that the average consumption of Bengal and Upper India together is now 9 lbs. per head, with an average tax of Rs. 3-2-0. I estimate that this consumption will rise to 12 lbs. It will be said that the reduction of the tax by one-third and the measures that are being taken to cheapen the supply will not increase the consumption of Upper India beyond 10 lbs. or 11 lbs., and this is probably true. But, on the other hand, if Bengal, with a duty of Rs. 3-4-0, now consumes 11 lbs., the reduction to Rs. 2 will probably raise her consumption beyond 12 lbs.

(*d*) An uniform tax of Rs. 2 per maund with an average consumption of 12 lbs. throughout British India will give an average incidence to the tax of annas 4-8 per head per annum, which can hardly be considered excessive.

* Madras consumption has risen 36⅔ per cent. in 13 years, *vide* para. 76 of my Report No. 103, of 30th July.

† *Vide* para. 110 of my No. 103, of 30th July.

(*e*) I have been obliged to calculate as if the rate of tax in Bombay and Madras were Rs. 1-8-0, as it was in 1867-68, instead of Rs. 1-13-0, as it is now: for the figures showing realizations at the higher rate of duty have not yet been published. But it must be remembered that the Madras Government consented to the enhancement, on the understanding that it was to be considered a step towards the equalization of the tax.

86. The estimated loss of revenue shown by this part of the scheme is thus £217,000 per annum.

Rajpootana.	
Banswara	150,000
Boondee..............................	220,000
Dholpoor	500,000
Dongurpoor	100,000
Kerowlee	188,000
Meywar...............................	1,161,400
Pertabgurh	150,000
Tonk	182,000
Bundelcund.	
Datteah..............................	120,000
Sumptur	28,000
Central India.	
Rajpoor Ali	69,400
Amjhera	57,200
Bhopal	663,700
Dewas	25,000
Dhar	125,000
Gwalior..............................	2,500,000
Indore	576,000
Jabooa	132,000
Jowrah	85,500
Koorwaee	19,600
Ragghur	132,000
Rutlam	91,700
Part of Myhee Kanta	250,000
British Ajmere, about	125,000

87. But, secondly, the population of the Native States which the scheme would newly include within the line, as shown in the table in the margin, is 7,681,500. At 12 lbs. per head this population would consume about 11 lacs of Indian maunds, which would give 22 lacs of rupees. But from this must be deducted the revenue, at a duty of Rs. 1-8-0, of the 1¾ lacs Indian maunds which Malwa now imports from the Runn, or Rs. 2,62,500; and a little taxed Kokun salt may also enter Central India. Taking the total annual revenue now contributed by Central India at 3 lacs of rupees, the profit on this portion of the scheme will be 19 lacs.*

88. Thirdly, the whole of the Central Provinces section, and the Jhansie Division of the North-Western Provinces section, of the Inland Customs line will be abolished. This portion of the line is in length 1,329 miles, its strength 5,092 men, and its cost Rs. 8,15,872. In addition to this, a portion of the Agra Division, which costs 2¾ lacs, and the Rewa Kanta, Myhee Kanta, and part of the Marwar portions of the Bombay northern line, will be abolished, so that the aggregate saving will be at least nine lacs of rupees. The reduction of the tax will also diminish the inducement to smuggling, and probably render a reduction in the cost of the remaining portion of the Inland Customs line practicable.

89. Against this saving must be set the cost of the new line from Agra to Mount Aboo. The distance is about 400 miles, and assuming this line to cost the average per mile of the Inland Customs line as now constituted, or about Rs. 641, its total cost will be Rs. 2,56,400, or say two lacs and a-half, per annum, and the net saving will be 6½ lacs of rupees.

90. But the effect of the scheme upon the export duty on sugar levied by the Inland Customs line must be examined.

* I assume that these States cannot manufacture salt. Could they d[illegible]y appreciable amount, they would not import from the Runn and Punch Buddra.

91. Mr. Hume* defends this duty on the grounds that it is too light to injure the trade, and is paid either by British subjects whose salt tax is light, or by foreigners.

92. I think, however, that a strong argument might be framed against it.

1st.—I do not think that a duty of 9 per cent. *ad valorem* is inappreciable. If we imposed such a duty on the export of cotton, or on the import of piece-goods, I imagine we should soon hear from Manchester on the injury done to trade.

2nd.—As far as British territory is concerned, the duty appears to me just about as defensible as a duty between London and Edinburgh, or—to give full weight to Mr. Hume's argument about the difference in rates of salt tax—as one between Liverpool and Dublin. It is not an excise on sugar; it is nothing but a transit duty. Besides, we actually tax sugar imported into Bombay from the Mauritius 7½ per cent., that from Upper India 9 per cent. *ad valorem*—thus turning, so to speak, the principle of protection to Native industry inside out.

3rd.—Even on the export to Foreign States the duty, it appears to me, injures the producer in our territories, though it is not in the first instance paid by him. For the abolition of the tax would benefit the producer, either by an addition of 9 per cent. to the price he gets for his sugar, or, as is more probable, by a corresponding increase in the quantity he can sell at his present rate of profit.

93. But, granting the sugar duty should be retained, the scheme I propose would cause only a very small decrease in the revenue derived from it. I find that of the total quantity of sugar, Indian maunds 18,16,442, which crossed the line on an average of three years ending 1870, only Indian maunds 1,54,152, or 8½ per cent., crossed in the sections which I propose to abolish. As the sugar revenue for 1867-68, which was higher than the average, was £162,345, the loss upon it would thus be only about £14,000.

94. The aggregate financial effect of the scheme I thus estimate to be as follows:—

	£
Increase of salt revenue in Foreign territory	190,000
Saving on line	65,000
	255,000
Deduct—	
Loss of salt revenue in British territory	217,000
Loss of sugar duty	14,000
	231,000
Net Increase	24,000

* Paras. 66, 67 of his Annual Report for 1868-69.

95. It will be said that these estimates are too sanguine; that I have over-estimated the effect upon consumption of a reduction of the tax in Bengal; that Bombay smuggling cannot be so effectually prevented as the scheme pre-supposes. And I readily admit that I have neither the knowledge nor the information required to make my estimates trustworthy. Suppose, then, that they are wrong by a quarter of a million sterling; that instead of a profit of £24,000 my scheme will cause a loss of £226,000. Is it worth while to levy this £226,000 at a cost to the people* of, at the very least, five times that sum? The merest tyro in fiscal science cannot hesitate with his answer.†

96. But the political bearings of the scheme I suggest must of course be carefully examined.

Political question.

First, with regard to the Native States through which the line must pass. For the first 200 miles from Agra the line will pass chiefly through the country of the Maharája of Jeypoor, and on this part of the scheme my opinion is worthless, as I know nothing of the country. It has only struck me that the line might be laid along the railway now being made to the Sambhur lake, and that as this railway will immensely benefit the territories through which it passes, and the Customs line will not injure them—since they, of course, would have free salt for their own consumption, and compensation for any loss of transit dues—Government might very reasonably insist upon the concession of the line. For the next 100 miles the line passes through the British territories of Ajmere and Mairwarra, and there will be no difficulty about it. And for the last 100 miles through the States of Godwar and Serohi, the former a tributary of Jodhpoor. No loss whatever will be caused to these States by the imposition of the line, for they will of course receive free salt for the use of their own subjects, and compensation for loss of transit dues. But I do not expect that they will yield the point unless considerable pressure is applied. I confess that if I were the political officer charged with the negotiation I should be inclined to use very plain language, and to say to the Durbars "Your territory is either an integral portion of the Indian empire, and subject to the paramount authority of Her Majesty, in which case you cannot expect that your whims shall be allowed to impede a measure of Imperial policy; or it is an independent Foreign State, in which case you must be prepared to resist by force of arms the consequences of causing an intolerable annoyance to a powerful neighbour." That all the inhabitants of British Continental India should suffer in purse, and possibly in health, because two petty Rajpoot Chiefs will not accede to an arrangement which will not injure them in the least, seems to me hardly tolerable.

States through which proposed line passes.

* The cost to the people will be at least the difference between a tax of Rs. 2 per I. M. and one of Rs. 3-2-0, *plus* the expense and inconvenience of the Customs line.

† The chance of loss might be avoided by keeping the tax in Bengal, as it is now, 4 annas higher than in the upper provinces, or at Rs. 2-4-0 instead of Rs. 2. This difference would not make a frontier line needful, it would probably have little effect on consumption, and it would produce £200,000 or 225,000.

97. But Colonel Keatinge has pointed out to me that as far as Godwar is concerned the question is complicated by superior rights of Jodhpoor. If—as I believe, but am not certain, is the case—Godwar has now the right of levying transit dues on Marwar salt, I should think that Jodhpoor cannot forbid Godwar to cede it to the British Government. If not, the question is one for negotiation with Jodhpoor, who has already made a very advantageous bargain with regard to the Sambhur lake.

States included by the proposed line.

98. The other question is with regard to the Native States (enumerated at para. 87) which the scheme will for the first time make subject to the salt tax.

99. That this measure is just and desirable can, I think, scarcely be doubted. One of the great difficulties of our financial position is that the two-thirds of the area and population of British India which are directly subject to the Crown pay almost the entire cost of the government, the improvement, and the defence of the whole empire, and a measure which transfers a small part of this burden from British subjects to Native States can hardly be looked on as other than beneficial to the empire at large. And Mysore, Hyderabad, Baroda, all the States below our Customs lines now pay the tax; what just claim has Gwalior or Indore to exemption?

100. As far as great part of Central India is concerned, the change will cause no excessive increase in the price of salt to the people, for, as I have shown, the taxed salt of the Runn is even now able to share this market with untaxed salt from Marwar. And if the railway *viâ* Neemuch is ever made, Sambhur or Runn salt at Rs. 2 will probably be cheaper than untaxed "Kansia."

101. But the case is different with Meywar. Here the increase to the price of salt will be considerable, and it may be desirable, for some time to come, to give salt for the consumption of Meywar at a lower rate of duty than Rs. 2. If, however—as will, I suppose, be eventually the case—the Bombay, Baroda, and Central India railway is extended to Agra, either *viâ* Wassad and Neemuch, or *viâ* Ahmedabad and Oodeypoor, the benefit to Meywar will be so immense that it will be cheaply purchased by the full salt tax.

Lines which would remain if this scheme is adopted.

102. If any scheme similar to that I have here roughly sketched be adopted, almost all foreign territory except some States of Rajpootana and Kattiawar will be placed on the same footing as regards the payment of salt tax, and the only important Customs line left in India will isolate Rajpootana west and north of the Aravelli range. But in Bombay we shall still have small lines isolating the Portuguese dominions, and dividing Kattiawar from Guzerat, and it would be very desirable to abolish these.

Goa and Damaun.

103. Perhaps it is worth considering whether by commercial treaty with Portugal it might not be possible to place Goa and Damaun on the footing of free ports, and to excise the salt manufactured at these places, the Portuguese Government receiving a fair share of the Excise and Customs revenues.

Kattiawar.

104. In Kattiawar, assuming that the States included in that province are to be held liable to a nuzzeranna on successions, it might be practicable to commute that liability for the salt tax, as suggested above in the case of Bhownuggur (para. 33). To avoid the danger of additional taxation pressing too hardly upon the people it might be well to share the proceeds of the tax with the different Chiefs, on condition of their abolishing transit dues and other objectionable imposts in their dominions.

Political aspect of taxation by excise.

105. The whole question of the way in which our excise revenues are affected by our relations with Native States seems to me, in this Presidency at least, one of great importance. Nothing can be a more legitimate source of revenue than the internal consumption of opium. We are supposed to tax it heavily; our Collectors have strained the law to prevent its production in our own districts; yet the only effect has been that our cultivators are debarred from profiting by the cultivation of the poppy, while the use of the drug is not checked in the smallest degree, and the consumption is supplied entirely by smuggled opium grown in foreign territory. In 1832 the licit sale of opium in the Ahmedabad Collectorate was Indian maunds 448-28, and the revenue from it Rs. 2,36,408. In 1868 the licit sale was Indian maunds 5-9, and the revenue Rs. 5,450. I have no hesitation in saying that if the present actual consumption of Ahmedabad and Kaira was licit, the revenue* would be at least ten lacs of rupees. Our receipts from the excise on other drugs and on spirits are similarly affected, though not perhaps to so great an extent. And an excise on tobacco, a tax which may one day be necessary, would produce nothing in this Presidency, from the impossibility of preventing smuggling from the foreign territory which is everywhere intermixed with, or borders on, our own districts.

106. It may be true that the position which Native States, by treaty or otherwise, occupy with regard to the Supreme Government, precludes any attempt to make the feudatory portion of the empire contribute appreciably to its revenues. But it would hardly seem unjust or unreasonable to require Native States so far to assimilate their system of taxation to ours as to render financial reform within our own territories possible.

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* In Statement 49 of Mr. Bell's valuable Abkari Report he estimates that the proportion of opium-eaters to the adult male population in Ahmedabad and Kaira is 9 per cent., and that if each consumes 20 tolas per annum—and many Rajpoots eat ½ a tola a day—the actual annual consumption is I. M. 376, the licit consumption being little over 6 maunds. At the rate of Rs. 26 per seer, or Rs. 1,050 per maund, the revenue ought to be nearly four lacs of rupees. But Mr. Bell has much under-estimated both the number of consumers and the average quantity each consumes. Having been long a Settlement Officer in Guzerat, I am well acquainted with the habits of the people, and I feel sure that a majority of the adult male population of Northern Guzerat, of all classes except the mercantile and literary, are habitual consumers of the drug.

107. I must apologize for having, in the latter part of this Report so far transgressed the limits of the duty assigned to me. But the questions of the equalization of the salt tax, and of the position of our excise revenue with regard to Native States, seem to me so important that I thought I might venture to contribute something to their discussion.

I have the honour to be,

Sir,

Your most obedient Servant,

W. G. PEDDER,
On Special Duty, Salt Department.

APPENDICES.

Appendix A.

STATEMENT showing the Seizures of Contraband Goods upon the Northern Preventive Frontiers of the Bombay Presidency for the five years ending 1869-70.

Contraband Goods.	Number of Seizures.							Quantities and Values of Goods seized.							Amount realized on account of Import and Export duty and Salt excise.							Remarks.
	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	Total.	Average per year.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	Total.	Average per year.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	Total.	Average per year.	
								I.M. S. T.	I.M. S. T.	I.M. S. T.	I.M. S. T.	I.M. S. T.	I.M. S. T.	I.M. S. T.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Salt	9	35	75	51	49	219	44	20 35 0	627 30 15	1,434 16 40	1,485 7 15	2,033 35 60	5,602 4 50	1,120 16 74	2,318 3 0	679 11 2	1,171 8 3	1,548 1 6	1,189 15 7	6,907 7 6	1,381 7 11	On the Guzerat Preventive Frontiers, Import duty is leviable on salt only on the Dholka and Dhundooka frontiers, but no salt has hitherto been imported openly, on the Dholka frontier, so that the levy of duty has always been confined to the Dhundooka Frontier. The Runn, Sooigaum, Marwar, Myhee, and Rewa Kanta frontiers were established solely as a check against the ingress into Guzerat of foreign untaxed salt. In about one-fourth of the salt cases, the smugglers were seized and convicted. In November 1869, three dutiable Nakas were opened, two on the Marwar and Rewa Kanta frontiers, experimentally, and one on the Myhee Kanta permanently; no duty has however been levied at any of these Nakas up to 31st March last. In all the cases of salt smuggling the salt has been conveyed on donkies or carts, chiefly on the former, all of which have been confiscated.
								I.M.S.T.	L.M. S. T.	L.M. S. T.	L.M. S. T.	L.M. S. T.	L.M. S. T.	L.M. S. T.								
Opium	5	5	10	8	6	34	7	1 19 11	2 32 35	2 18 5	3 12 29	4 20 39	14 9 39	2 27 39	....	....	....	....	....	....	....	All opium seized is sent to the Magistrate or the Political Agent for disposal; all the smugglers in the cases entered in the Statement were seized and convicted. Since 31st March last, three cases, not entered in the Statement, have been adjudicated by the Political Agents, involving 54 maunds 5 seers, and 20 tolas of opium, which was seized by the Frontier establishment. The smugglers in three cases were seized and convicted.
Other Contraband Goods*	...	...	...	...	...	...	...	......	....	....	....	....	....	....	....	....	....	....	....	....	....	

* No other goods are noticed by this Department on these Frontiers.

P. M. DALZELL,
Deputy Commissioner of Customs, N. D.

Appendix

STATEMENT showing the Seizures of Contraband Goods upon the Demaun

Contraband Goods.	Number of Seizures. 1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	Total.	Average per year.	Quantities and Values of Goods seized. 1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	Total.	Average per year.
								I.M. S. T.	I.M. S. T.	I.M. S. T.	I.M. S. T.	I.M. S. T.	I.M. S. T.	I.M. S. T.
Salt............	244	238	89	149	140	860	172	979 11 40	1,039 6 40	363 8 40	471 27 40	565 12 40	3,418 26 40	683 29 24
Opium.........	...	...	...	...	...	...	...	....	....	....	....	....	....	....
														Import
								Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Other Contraband Goods.	9	6	15	10	5	45	9	243 8 3	93 13 5	151 3 0	120 1 9	204 6 9	813 1 2	162 9 10
														Export...
														Total...

Supplement to

STATEMENT showing the Seizures of Contraband Salt seized on the Demaun Frontier, bordering for the past 5 years

Contraband Goods.	Number of Seizures. 1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	Total.	Average per year.	1865-66.
1	2	3	4	5	6	7	8	9
								I. Mds.
Salt	....	8	4	30	11	53	10⅗	....

Tannah, Assistant Commissioner's Office, 20th August 1870.

B.

Frontier of the Bombay Presidency for the five years ending 1869-70.

Amount realized on account of Import and Export Duties and Salt excise. 1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	Total.	Average per year.	REMARKS.
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
595 11 1	688 1 9	85 6 5	45 6 2	57 8 0	1,471 12 5	294 5 8	In every instance the salt seized has been confiscated; it is generally attempted to be passed across the frontier in small quantities equal to one person's load; not a sixth of the smugglers have been seized, as when discovered they throw down their load and run away.
....	....	....	....	....	....	....	No opium has been seized passing across this frontier.
1,405 9 4	1,580 3 1	1,479 12 9	1,947 6 5	799 15 6	7,212 15 1	....	The seizures have consisted of grain, hides, twist, bamboos, &c., in small quantities; their value is shown in the lump. Of the number of seizures (45) 22 were confiscated, 3 fined in lieu of confiscation, and 20 discharged on payment of duty.
9,198 0 0	9,159 1 10	11,825 13 11	10,437 9 8	7,623 13 2	48,244 6 7		
10,603 9 4	10,739 4 11	13,305 10 8	12,385 0 1	8,423 12 8	55,457 5 8	11,091 7 6	

P. M. DALZELL,
Deputy Commissioner of Customs, N. D.

Appendix B.

on the "Oomergaum" Talooka, within the Range of the Assistant Commissioner of Customs, Tannah, ending 1869-70.

Quantities Seized. 1866-67.	1867-68.	1868-69.	1869-70.	Total.	Average per year.	REMARKS.
10	11	12	13	14	15.	16
I. Mds.	I. Mds.	I. Mds.	I. Mds.	I. Mds.	I. Mds.	
13 32 60	9 3 0	48 25½	31 4 0	102 25¼	20 21 4	The salt in all these cases was confiscated and sold by public auction; half the sale proceeds were awarded to the seizers, and the other half credited to Government. Out of 53 cases shown in column No. 7, nine were sent for trial to the Magisterial authority at "Oomergaum." In 8 cases convictions were obtained. In the remaining 44 cases the smugglers were not apprehended.

THOMAS M. MAJOR,
Assistant Commissioner of Customs.

Appendix C.

STATEMENT showing the Seizures of Contraband Goods upon the Preventive Frontier of Rajpoory in the Southern Division of the Bombay Presidency for the five years ending 1869-70.

Contraband Goods.	Number of Seizures.							Quantity Seized.							Remarks.
	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	Total.	Average per year.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	Total.	Average.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
								M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	
Salt	9	4	4	8	6	31	6	9 23	0 37	4 24	5 37	14 28	35 29	7 5	Out of the total number of 31 cases, in 21 the salt was confiscated and the defendant sentenced by the Magisterial authorities. In 3 cases the defendants were acquitted but the salt was confiscated, and in the remaining 7 cases the smugglers escaped.
Opium	......	......	......	......	......	......	....	......	......	......	......	......	......	......	
Other Contraband Goods.	30	32	10	11	10	93	18	......	......	......	......	......	......	......	Out of the 93 cases in 58 the goods were confiscated. In 22 the goods were released on payment of duty, and in one on payment of a fine. In the remaining 12 cases the goods were released for want of evidence.
Total...	39	36	4	19	16	124	24	9 23	0 37	4 24	5 37	14 28	35 29	7 5	

Tannah, Deputy Commissioner's Office,
20th September 1870.

A. TAYLOR,
Deputy Commissioner of Customs,
Southern Division.

STATEMENT showing the Realizations on account of Import and Export Duty during the last five years ending 1869-70 *on the Rajpoory Frontier.*

Description of Goods.	Imports.					Exports.					Remarks.
	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	
1	2	3	4	5	6	7	8	9	10	11	12
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Salt	25 13 11	22 2 10	15 11 7	10 15 2	18 7 9	......	......	......	......	......	
Opium	......	......	......	......	......	......	......	......	......	......	
Other Goods	201 2 8	171 13 1	217 6 3	225 4 6	218 0 2	1,889 13 4	810 8 7	1,097 13 8	1,125 10 5	786 5 4	
Total...Rs.	227 0 7	193 15 11	233 1 10	236 3 8	236 7 11	1,889 13 4	810 8 7	1,097 13 8	1,125 10 5	786 5 4	

Tannah, Deputy Commissioner's Office,
20th September 1870.

A. TAYLOR,
Deputy Commissioner of Customs, Southern Division.

Appendix D.

STATEMENT showing the Seizures of Contraband Goods, and also the Import and Export Duties collected upon the Goa Preventive Frontiers in the Southern Division of the Bombay Presidency, for the five years ending 1869-70.

Contraband Goods.	Number of Seizures.							Quantities Seized.							Remarks.
	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	Total.	Average per year.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	Total.	Average per year.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Beedee Frontier.	No.	No.	No.	No.	No.	No.	No.	I. Mds.	I. Mds.	I. Mds.	I. Mds.	I. Mds.	I. Mds.	I. Mds.	
Salt	10	17	10	15	9	61*	12	28 27½	30 27	15 25½	5 34¾	13 26½	94 21 0	19 0 0	* In 46 cases offenders escaped, the rest were fined before the Magistrate. One-half the sale proceeds of all the articles given as rewards. No conviction obtained in these cases, but the goods were confiscated and the proceeds credited to Government. Amounts shown in columns Nos. 9 to 14.
Other Goods	4	......	1	6	1	12	2	12 5 8	......	2 11 8	8 8 6	12 0 0	35 9 0	7 2 0	
Total......	14	17	11	21	10	73	14								
Waree Frontier.															
Salt	65	53	24	66	110	318†	64	191 2¼	162 25¼	116 22¾	212 33	401 35⅜	1,084 38⅞	217 0 0	† See note below.
								Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
Other Goods	41	24	11	32	44	152‡	30	192 7 9	138 10 5	69 10 4	151 6 3	247 0 10	799 3 7	159 0 0	‡ See note below.
Total......	106	77	35	98	154	470	94								
Vingorla.—*Rairee.*															
Salt	......	2	......	3	10	15	3	......	1 10 0	......	19 15 0	20 24¾	41 9⅜	8 0 0	In 5 cases the accused escaped; 10 were proved before the Magistrate. In all half the sale proceeds were awarded to seizers.
Other Goods	3	3	1	10	7	24	5	1 loogde 1 lamp.	5 barrels paddy 12 srs.	Paddy 23 srs.	Paddy 2 7, earth pots 21, barrels 3, cocum 9 srs.	Barrels 14.	Paddy 3 [illegible], Barrels 22, Loogde 1, 1 lamp. Pots 21, cocum 9 srs.		Three cases of Paddy were dismissed. In 8 cases the spirits seized were destroyed. In one case the goods (loogde) were restored on payment of a fine, and in two on payment of double duty. In ten cases the goods were confiscated, and half the proceeds awarded to seizers or detainers.
Total......	3	5	1	13	17	39	8								
Canara. *Diggy Frontier.*															
Salt	10	8	20	32	26	96	19	5 23 40	15 30 40	35 36 30	95 3 0	92 9 0	244 22 30	48 36 38	All parties concerned in the salt smuggling cases herein mentioned were punished by the Sub-Magistrates of Soopa, Hulliai, and Carwar, and the salt seized was confiscated. In 1868-69 a case of smuggling 3 maunds and 9 seers of salt was released consequent on there not being sufficient proof for the prosecution.
Other Goods	2	1	12	21	20	56	11	......	......	......	......	......	......	......	In 1865-66 some goods were released in a case, a fine equivalent to one-tenth part of the real value having been levied; the goods in all other cases have been confiscated. The quantity of goods have not been mentioned, all being very trifling and it being difficult to enter them in this Statement, owing to some being calculated by weight and others by numbers.
Total......	12	9	32	53	46	152	30	5 23 40	15 30 40	35 36 40	95 3 0	92 9 0	244 22 30	48 36 38	

† Out of these cases 94 were proved before the Magistrate, 4 were dismissed by him, and in the rest 220 of the smugglers ran away abandoning their property (Mds. 817 Srs. 17). In all salt seizures one-half of the sale proceeds is generally awarded to the seizers.

‡ Out of these, ten were spirit-smuggling cases. The spirits in every instance were destroyed, as it did not realize the full amount of duty leviable thereon. Ten were sent to the Police for collection of the jungle fee to which the wood seized was liable. Thirty-two were dismissed, viz., the goods valued at Rs. 292-3-4 were restored to the owners. In 11 cases ordinary, in 9 cases double, in 2 cases triple, and in one, fourfold duty was levied, while in sixteen cases the accused parties were fined in small sums, then the goods being restored to them. In 61 cases the goods were confiscated and half the proceeds awarded to seizers and informers. No convictions obtained in these cases.

STATEMENT showing the Seizures of Contraband Goods, and also the Import and Export … *upon the Goa Preventive Frontiers in the Southern Division of the Bombay Presidency, for the five* … *ending* 1869-70.

Talookas over the Frontiers.	Description of Goods.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	Total.	Average per year.	Remarks.
1	2	3	4	5	6	7	8	9	10
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Beedee.									
Import	Salt	63,497 0 4	65,194 15 6	66,543 13 5	76,151 12 11	64,720 2 4	3,36,107 12 6	67,221 9 0	
	Other goods	5,309 9 2	3,174 4 5	5,047 7 10	5,285 4 11	4,720 8 8	23,537 3 0	4,707 7 0	
	Total	68,806 9 6	68,369 3 11	71,591 5 3	81,437 1 10	69,440 11 0	3,59,644 15 6	71,929 0 0	
Export	Salt	....	....	....	....	....	....	....	
	Other goods	5,918 0 0	7,023 7 1	13,323 1 7	13,449 3 3	8,578 15 5	48,292 11 4	9,658 8 8	
	Grand Total	74,724 9 6	75,392 11 0	84,914 6 10	94,886 5 1	78,019 10 5	4,07,937 10 10	81,587 8 8	
Warree.									
Import	Salt	1,04,660 12 0	74,125 14 11	62,030 5 10	54,406 6 6	67,655 1 5	3,62,878 8 8	72,575 11 4	
	Other goods	7,928 10 10	3,939 6 0	5,825 11 7	7,318 0 3	7,233 9 11	32,245 6 7	6,449 0 8	
	Total	1,12,589 6 10	78,065 4 11	67,856 1 5	61,724 6 9	74,888 11 4	3,95,123 15 3	79,024 [illegible] 0	
Export	Salt	....	....	....	....	....	....	....	
	Other goods	8,384 15 6	5,143 9 5	7,280 6 11	8,819 1 4	8,310 13 6	37,938 14 8	7,587 12 6	
	Grand Total	1,20,974 6 4	83,208 14 4	75,136 8 4	70,543 8 1	83,199 8 10	4,33,062 13 11	86,612 3 6	
Vingorla.									
Import	Salt	0 6 0	0 11 9	0 7 9	0 10 10	3 12 2	6 0 8	1 3 4	
	Other goods	21 0 4	30 6 9	15 0 10	22 5 7	41 15 2	130 12 8	26 2 6	
	Total	21 6 4	31 2 6	15 8 7	23 0 5	45 11 4	136 13 2	27 5 10	
Export	Salt	....	....	....	....	....	....	....	
	Other goods	25 3 6	23 0 7	29 0 2	73 12 9	42 10 1	193 11 1	38 12 2	
	Grand Total	46 9 10	54 3 1	44 8 9	96 13 2	88 5 5	330 8 3	66 2 0	
Canara. *Diggy Frontier.*									
Import	Salt	60,882 10 1	44,233 2 5	43,806 7	42,209 0 7	60,494 3 10	2,51,625 8 3	50,325 1 8	
	Other goods	10,408 5 1	6,117 11 4	9,681 0 1	10,811 3 5	11,750 6 3	48,768 10 11	9,753 11 9	
	Total	71,290 15 2	50,350 13 9	53,487 8	53,020 4 0	72,244 10 1	3,00,394 3 2	60,078 13 5	
Export	Salt	....	....	....	....	....	....	....	
	Other goods	11,802 5 5	9,086 1 8	14,410 5 5	17,059 2 2	17,570 7 5	69,928 6 1	13,985 10 10	
	Total	11,802 5 5	9,086 1 8	14,410 5 5	17,059 2 2	17,570 7 5	69,928 6 1	13,985 10 10	
	Grand Total	83,093 4 7	59,436 15 5	67,897 13 7	70,079 6 2	89,815 1 6	3,70,322 9 3	74,064 8 3	

(Signed) G. B. SPRING,
Assistant Commissioner, Vingorla Range.

(") T. M. COTGRAVE,
Assistant Commissioner, Canara Range.

True Copy,
J. W. ROBERTSON,
Commissioner of Customs.

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